GEOGRAPHIC NEWS BULLETINS

Published Weekly by

THE NATIONAL GEOGRAPHIC SOCIETY

(The National Geographic Society is a scientific and educational Society, wholly altruistic, incorporated under the Federal law as a non-commercial institution for the increase of geographic knowledge and its popular diffusion.)

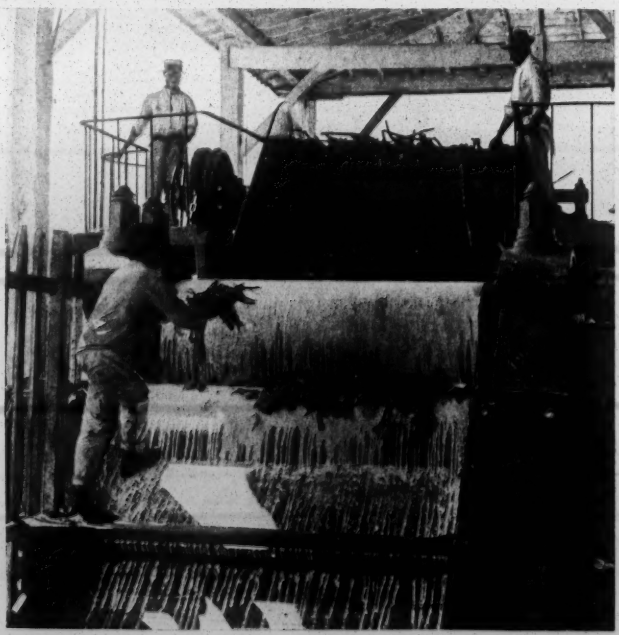
General Headquarters, Washington, D. C.

Contents for Week of October 2, 1933. Vol. XII. No. 13.

Note to Teachers.—This is the first issue of the Geographic News Bulletins for the school year 1933-34. No Bulletins were issued during the summer vacation months.

1. Cuba, Island of Sugar, Tobacco, and Unrest.
2. Ancient Land Gets New King.
3. Ticonderoga Recalls History in Street Names.
4. More Uses for Bamboo, Skyscraper of Grasses.
5. Hurricane Hits Texas Citrus Fruit Belt.

See Important Notice Following Bulletin No. 5.



© *Photograph by American Photograph Company*

SUGAR BEGINS ITS LONG JOURNEY TO THE DINNER TABLE

Crushing cane in a Cuban sugar mill. After the sweet juice is mixed with whitewash, the impurities removed, and water boiled away, the raw sugar crystals are packed in bags and shipped to refineries in the United States and Europe (See Bulletin No. 1).

HOW TEACHERS MAY OBTAIN THE BULLETINS

The Geographic News Bulletins are published weekly throughout the school year (thirty issues) and will be mailed to teachers for one year upon receipt of 25 cents (in stamps or money order). Entered as second-class matter, January 27, 1922, at the Post Office at Washington, D. C., under the Act of March 3, 1879. Acceptance for mailing at special rate of postage provided for in section 1103, Act of October 3, 1917, authorized February 9, 1922.

UMI

GEOGRAPHIC NEWS BULLETIN

Published Weekly by

THE NATIONAL GEOGRAPHIC SOCIETY

(Founded in 1888 for the Increase and Diffusion of Geographic Knowledge)

General Headquarters, Washington, D. C.

Cuba, Island of Sugar, Tobacco, and Unrest

CUBA has had more than its share of trouble during the past few weeks. Two revolutions and three Presidents have kept this West Indian republic constantly in the world spotlight.

Unrest in the island is of more than local importance. Cuba, in normal times, is the world's largest producer of raw sugar; and from its rich red soil come the finest cigar tobaccos.

One of Our Closest Neighbors

Next to Mexico, Cuba is Uncle Sam's nearest Latin-American neighbor. But to the rank and file of Americans the republic is perhaps not so well known as parts of Europe.

Few people outside of Cuba appreciate either the dimensions or the area of the big island. If one could place the eastern tip of Cuba on the United States at Atlantic City, New Jersey, the western end would touch the Illinois-Indiana border, spanning the five States of New Jersey, Delaware, Pennsylvania, Ohio, and Indiana.

It may also be a surprise to learn that the width of the island averages 60 miles. No place in Cuba is more than 40 miles from the open sea. In area it is a Pennsylvania, and it has a population equal to that of Missouri.

As the United States is divided into States, Cuba is divided into Provinces, six of them: Havana, Pinar del Río, Matanzas, Santa Clara, Camagüey, and Oriente. Nearly every section of the island is connected with the principal cities and seaports by railroad and highway, while many of the larger sugar estates have private railroad lines.

Central Highway 706 Miles Long

In all, Cuba possesses more than 3,000 miles of railroad and nearly 2,000 miles of government highways, including the modern Central Highway, a $120,000,000-ribbon of pavement that extends for 706 miles from Pinar del Río to Santiago. Cuba also possesses a modern and efficient network of telephone lines which were equipped with automatic dial telephones several years before New York or Chicago had them.

During normal times Cuba is the largest producer of raw sugar in the world, and it has the facilities for maintaining this status. In 1928-29 this "sugar bowl of the Antilles" poured into the stream of commerce more than 5,700,000 short tons of raw sugar, but in 1933 the crop was limited by presidential decree to 2,000,000 tons. The world also turns to the Vuelta-Abajo district, in western Cuba, for the choicest cigar tobacco, although, due to labor troubles in recent years, many of the finest brands of cigars are now made from Cuban tobacco in the United States.

Cuba is also an important producer of mahogany, cedar and dyewoods. Cedar is used locally for cigar boxes, but the other woods are exported. Coffee, cacao, tropical fruits, rum, sponges, cigarettes, coconuts, iron ore, manganese, and copper are other sources of income. The island, however, does not raise enough foodstuffs to meet the ordinary demands of its inhabitants.

No other land of its size in the New World possesses such numerous and wonderful bays. Most of them are noted for their bottle-neck entrances and vast areas of water almost entirely surrounded by land. Examples of these splendidly

UMI

© National Geographic Society

WINGS OVER HAVANA, THE CAPITAL OF CUBA.

Historic Morro Castle (right center) still guards the narrow entrance to Havana's magnificent harbor, with its modern piers for ocean liners and docks for scores of smaller craft. Many tall buildings have been added to Havana's skyline and the waterfront has been encircled by boulevards. (See Bulletin No. 1).

GEOGRAPHIC NEWS BULLETIN

Published Weekly by

THE NATIONAL GEOGRAPHIC SOCIETY

(Founded in 1888 for the Increase and Diffusion of Geographic Knowledge)

General Headquarters, Washington, D. C.

Ancient Land Gets New King

"THE King is dead! Long live the king!" Subjects of Iraq, mourning the recent death of the late King "Feisal the Fearless," have united in expressions of loyalty to the new ruler, Feisal's 21-year-old son, Emir Ghazi ibn Feisal.

Thus Iraq, the birthplace of the "Arabian Nights," the "Land of the Magic Carpet," the legendary site of "The Garden of Eden," the heir of Babylon, Ninevah, and Ur, begins another page in its history.

British Prepared It for Nationhood

A little less than a year ago Iraq emerged from a British mandateship to become a full-fledged state, and an independent member of the League of Nations. Before the World War, Iraq was dominated by Turkey. From the close of the war until October, 1932, it was a kingdom under the tutelage of English advisers who brought together its scattered desert tribesmen, trained its army, opened its caravan trails to motor traffic, partially modernized its cities, and found, in King Feisal, a leader who commanded the respect and devotion of its people.

The nation which the youthful son of Feisal now rules is a vast area of arid and semi-arid plains, through the heart of which wind the fertile valleys of the Tigris and Euphrates rivers. This modern "Mesopotamia" has an area equal to three Ohios, but a population less than half that of the "Buckeye State."

Barred from an outlet on the Mediterranean by Syria and Palestine, hemmed in on the north by Turkey, on the east by Persia, and on the south by the Kingdom of Saudi Arabia, it has but one free outlet for international trade, a small strip of seacoast on the Persian Gulf.

A thousand years ago Iraq was a land of plenty. Irrigation canals formed networks of silver and green over the arid and semi-arid plains. When the Mongols swept down upon the land in the thirteenth century, they destroyed its most valuable asset—its irrigation ditches and dams. Under Turkish rule the country's economic structure crumbled. Producing fields became useless dry spots or swamp lands.

Canals Improve Agriculture

To-day, however, after many years dozing in the hot semi-tropical sun, Iraq finds itself in a new era of progress. Water lanes are being thrust through arid areas and swamps, gas pumps are forcing water to higher ground than ever before and draining lands with an excess water supply, plows are turning soil that long lay dormant, and vegetation is answering the efforts of organized workers.

New rail lines have been constructed until now there are nearly a thousand miles of railroad available. Unfortunately the rails of Iraq connect with none beyond the borders. But the system does perform two important functions in international trade. It carries exports to Basra on the Shatt-al-Arab, which flows into the Persian Gulf, a trade formerly handled by shallow-draft river steamers; and it connects Khanaqin near the Persian border with a motor road over which is carried on an important transit trade with inland Persia and other eastern trading centers.

The "Berlin to Baghdad" railway has never been completed, but tickets are now sold from London to Baghdad over the Simplon and Taurus Expresses to Nuseybin, Turkish railhead, whence the Iraqi railways run a motor service past the site of Ninevah, opposite Mosul, to Kirkuk near the oil fields. From there, is a railway connection with Basra passing the historic sites of Babylon, Kish, and Ur of the Chaldees.

Good hard-surfaced highways are being thrust along the river valleys, linking

UMI

sheltered harbors are Havana (see page 2), Santiago, Cienfuegos. Another huge protected body of water, Guantanamo Bay, is leased by the United States as a naval base.

Havana, a Little Paris

If New York, Chicago, Philadelphia, Boston and Washington were combined, the resulting metropolis would bear about the same relation to the United States that Havana bears to Cuba. The capital city, a "little Paris" as it is known to thousands of tourists annually, has a greater population than is embraced in the combined populations of all the other cities and towns of the Republic having more than 4,000 inhabitants. Its closest rivals are Camagüey and Santiago, but these cities each have less than a tenth of Havana's half million total.

All the large business houses have their headquarters in Havana, and sky-scrapers have made their appearance against the Havana skyline. The city once handled a greater foreign shipping tonnage than any other port in the Western Hemisphere except New York. Wide boulevards cut through the heart of Havana and reach its suburbs. A new Capitol, recently completed, covers within half an acre the area of the Capitol in Washington, D. C.

Note: For other up-to-date references to Cuba—including trade statistics, notes about customs, food, industries, and family life, and new photographs—see "Cuba—The Isle of Romance," *National Geographic Magazine*, September, 1933. Also consult: "Some Impressions of 150,000 Miles of Travel," May, 1930; "By Seaplane to Six Continents," September, 1928; "To Bogotá and Back by Air," May, 1928; "How Latin America Looks from the Air," October, 1927; "On the Shores of the Caribbean," February, 1922; "Across the Equator with the American Navy," June, 1921; and "Cuba—the Sugar Mill of the Antilles," July, 1920.

Bulletin No. 1, October 2, 1933.

© *National Geographic Society*

MODERN TRAFFIC LIGHTS DIRECT HAVANA TRAFFIC

This busy intersection near the Parque Central offers a contrast between old and new, for in the background is one of the porticoed, or covered, sidewalks typical of most tropical cities of Latin America. Shoppers are protected from the hot sun as well as heavy downpours during the rainy reason.

GEOGRAPHIC NEWS BULLETIN

Published Weekly by

THE NATIONAL GEOGRAPHIC SOCIETY

(Founded in 1888 for the Increase and Diffusion of Geographic Knowledge)

General Headquarters, Washington, D. C.

Ticonderoga Recalls History in Street Names

THE people of Ticonderoga, near which stands reconstructed Fort Ticonderoga, have renamed their streets in honor of French, English, and American leaders who fought there in Colonial and Revolutionary times. Montcalm and Wolfe share honors with Burgoyne and Schuyler in these new street names.

Recalls Ethan Allen's Daring Exploit

In a special communication to the National Geographic Society, Dr. William Joseph Showalter, who recently completed a survey of the Empire State for the *National Geographic Magazine,* says of Fort Ticonderoga:

"I was delighted with the work of restoration of this historic old stronghold under the hands of the Pell family.

"The restoration has been so splendidly done that one who visits the fort may almost feel himself transported back to those heroic days when Ethan Allen and his Green Mountain Boys surprised the British commandant early one morning by appearing at his door and demanding the surrender of the place.

"'In whose name?' asked the sleepy-eyed commandant as he pulled on his trousers.

"'In the name of the Great Jehovah and the Continental Congress!' replied Ethan Allen in a sudden burst of inspiration, for the United States did not then exist as a nation.

"The munitions and artillery captured by Allen and his men were used by Washington at Cambridge and helped turn the scales in Massachusetts.

Once Called Fort Carillon

"In 1775 the French, pushing their way southward from Canada and Crown Point, took possession of this commanding bluff at the outlet of Lake George into Lake Champlain and here began the erection of a French fort which they called Fort Carillon. In the fall of that year the French attacked the English colonists on Lake George but were defeated. Two years later the French again moved out of Fort Carillon and marched to Fort Henry, at the head of Lake George, which they destroyed.

"In 1758 England resolved to end the French menace at Carillon and sent General Abercrombie with an army of 15,000 to reduce the fort. But even with a superior force he was defeated by General Montcalm with an army of about 4,000. In the following year General Amherst again attacked the fort with an army of 12,000 and this time forced its surrender.

"After the signing of the treaty of peace between France and England in 1763, Carillon was rechristened Ticonderoga and was held by the British until its seizure by Ethan Allen in 1775.

"During the summer of 1777 the British General John Burgoyne began his campaign down the Champlain valley toward Albany. At his approach Fort Ticonderoga as well as Crown Point was abandoned. But his defeat at Bemis Heights, and his surrender at Old Saratoga, now Schuylersville, returned the fortress to American possession.

History in a Show of Hands!

"There has always been a dispute as to whether Champlain's historic battle with the Iroquois in 1609 was staged at Crown Point or at the bluffs at Fort

UMI

the more thickly populated area. Also through the deserts that separate Iraq from Syria, motor trails are kept open and in good condition. Over them fleet American-built busses carry passengers, mail, and express 600 miles in twenty-six hours. Overhead, airplanes roar on well-mapped routes between European and Asiatic points. Three lines of planes make Baghdad a scheduled stop.

One has but to glance at the trade reports or visit the port of Basra to witness Iraq's industry. Since earliest times the country has been an agricultural and pastoral region. Small industries, such as spinning, knitting, carpet-making, shoe manufacturing, and copper smelting, keep some of its inhabitants employed, but statistics show that dates, cereals, and flour are its chief exports.

In a recent year $6,000,000 worth of dates, $5,000,000 worth of cereals and flour were shipped to consumers outside the kingdom. Incoming ships at Basra and transports on the roads entering the kingdom brought, in the same year, $8,500,000 worth of textiles and $3,000,000 worth of sugar from outside sources.

A short time ago the Iraquis saw oil spout from their land. Now financially strong companies are exploring vast areas for new oil sources which may have much to do with Iraq's future economic position. One of the world's most important engineering construction works now under way is the building of the 1,200-mile pipe line which will transport Iraqian and Persian oil to the Mediterranean: part to the port of Tripoli under French mandate, part to Palestine's best harbor at Haifa.

Note: Iraq is one of the world's treasure houses of archeology. Much that we know of past has been deciphered from tablets, carvings, and personal effects dug from its dusty plains. For human-interest accounts of these explorations, written and illustrated so that the student may understand them, see: "Citroën Trans-Asiatic Expedition Reaches Kashmir," *National Geographic Magazine*, October, 1931; "New Light on Ancient Ur," January, 1930; "Seeing the World from the Air," March, 1928; "From England to India by Automobile," August, 1925; "A Visit to Three Arab Kingdoms," May, 1923; "Modern Scenes in the Cradle of Civilization," April, 1922; and "The Cradle of Civilization," February, 1916.

Bulletin No. 2, October 2, 1933.

© *National Geographic Society*

THE GUFA, ONE OF THE WORLD'S QUEEREST AND OLDEST BOATS

Iraqi porters unloading cement along the Baghdad waterfront. Tradition says the infant Moses was set adrift in such a reed-woven, tar-calked craft, which has been used for centuries in many parts of the Near East.

GEOGRAPHIC NEWS BULLETIN

Published Weekly by

THE NATIONAL GEOGRAPHIC SOCIETY

(Founded in 1888 for the Increase and Diffusion of Geographic Knowledge)

General Headquarters, Washington, D. C.

More Uses for Bamboo, Skyscraper of Grasses

BAMBOO, the "white pine" of the Orient, has so many uses that no one has ever succeeded in listing all of them. Chinese paper experts now are trying to discover whether bamboo can be made into news print profitably.

Bamboo is native to tropical and subtropical climates, and has even been grown outdoors in sheltered places as far north as Washington, D. C.; but most of the several hundred species are found in the Orient.

Grows over a Foot a Day

In lush tropical jungles this skyscraper of grasses grows as much as 16 inches a day, to a height of more than 120 feet, and its stems or "trunks" measure more than a foot in diameter.

Bamboo phonograph needles, canes, umbrella handles, curtain rods, flower stands, and pen holders are not uncommon in America; and, because bamboo is light and flexible, a bamboo rod is often a fisherman's choice. But these uses are a mere suggestion of the many ways in which the grass is used in the Orient.

Travelers in Japan, China, Siam, Malaysia, French Indo-China, India, the East Indies or the Philippines are nearly always within eyeshot of the tall grass or some of its many products. Once a missionary who had made a study of bamboo attempted to list its uses. He listed 440, stopped, and then admitted that he had only partially completed the task. One chronicler has gone so far as to aver that, if bamboo were uprooted in the East, it would be worse than for the Orientals to lose their right hands.

Sailing into the harbor of an Eastern port, the traveler passes huge junks from remote river points and clusters of sampans, with bamboo roofs, and sail boats with bamboo masts to which sails are lashed with split bamboo ropes.

In the cities, he may hail a bamboo jinrikisha or sedan chair, and on a sight-seeing trip may peer into shops displaying fans with bamboo ribs, souvenirs delicately carved from bamboo roots, chop sticks and knives and forks of bamboo, and bamboo baskets, ladders, bird cages, chairs, beds, hats, tobacco and opium pipes, snares for entrapping insects and animals, raincoats, shoes, cigarette boxes, teapots, tools, musical instruments, and mats.

Bamboo is a popular oriental building material. Large stems or trunks are used where great strength is required. Split bamboo takes the form of floors, walls, and roofs of houses. In many Chinese cities workmen on stone and brick buildings swarm over bamboo scaffolding, while carts of bamboo, except for the wheels, and bamboo wheelbarrows transport building material.

Bamboo "Buckets" of Hollow Logs

Beyond the oriental cities one comes upon oxen, yoked with bamboo, working on farms where the "wood" of bamboo is used for hayracks, poles for beans and other plants, and handles for farming implements. The farmer's daughter in the Philippines may be seen fetching a pail of water, but the pail is made of several joints of a bamboo "tree." Or perhaps she may use a "bottle," a smaller cross section of the bamboo stem.

Chinese women cook rice in sections of green bamboo stems, hunters make bows and arrows of the split stems; and in the foothills of the Himalayas, water flows from mountain streams to farms in the lowlands through pipes made entirely of hollow bamboo poles joined together.

Bamboo leaves often do not appear on the stem lower than 75 feet above the

UMI

Ticonderoga. When the Champlain Tercentenary was held in 1909, the present Chief Justice of the United States, Charles Evans Hughes, was Governor of the State of New York. In his address Seth Low said that he would like to know whether it was at Crown Point or Ticonderoga that Champlain had his great fight with the Iroquois. Governor Hughes suggested that the matter be put to a vote; so Seth Low called for a show of hands. When almost every hand was raised for Ticonderoga, he said, 'That settles it.'

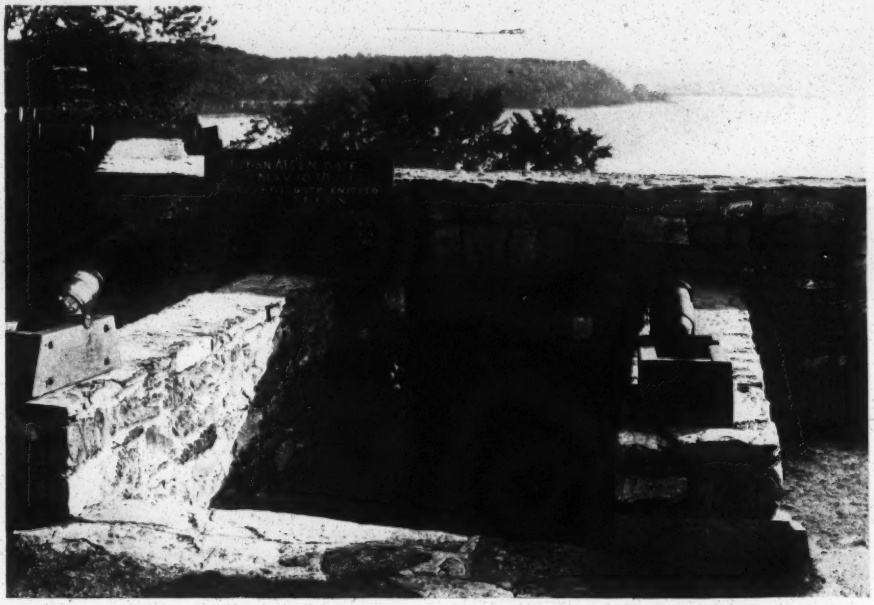
Crown Point Also Restored

"But whether or not Fort Ticonderoga was the scene of that dramatic battle, it still remained one of the most historic spots of the western world; a spot where three nations sought supremacy in the American continent, and the possession of which weighed heavily in the decision of that issue.

"The restoration of Fort Ticonderoga by the Pell family is matched by the restoration of the forts at nearby Crown Point by the State of New York. These two historic strongholds on Lake Champlain together played a significant rôle in making America what it is."

Note: The *National Geographic Magazine* will publish a complete survey of New York State, illustrated by natural color and black and white photographs, in an early issue. For additional references to historic and scenic spots in the Empire State see: "The Travels of George Washington," *National Geographic Magazine*, January, 1932; "This Giant That Is New York," November, 1930; "Pirate Rivers and Their Prizes," July, 1926; "The Automobile Industry," October, 1923; "America's Amazing Railway Traffic," April, 1923; "The Scenery of North America," April, 1922; "New York—the Metropolis of Mankind," July, 1918; "Niagara at the Battle Front," May, 1917; and "The Land of the Best," April, 1916.

Bulletin No. 3, October 2, 1933.



© *National Geographic Society*

THE GUNS OF TICONDEROGA FROWN ON LAKE CHAMPLAIN

At this gate, on the night of May 10, 1775, Ethan Allen, the Vermont patriot, and eighty of his Green Mountain Boys demanded surrender of the British commander "In the name of the Great Jehovah and the Continental Congress." George Washington visited this stronghold in 1783, on his trip to northern and central New York.

GEOGRAPHIC NEWS BULLETIN

Published Weekly by

THE NATIONAL GEOGRAPHIC SOCIETY

(Founded in 1888 for the Increase and Diffusion of Geographic Knowledge)

General Headquarters, Washington, D. C.

Hurricane Hits Texas Citrus Fruit Belt

SOMETIMES a disaster calls attention to regional development which has taken place so quietly that the country as a whole is not aware of it. Although the Lower Rio Grande Valley of Texas has become the Nation's third most important citrus fruit belt, it was not until a hurricane struck it last month that many Americans learned how amazingly it has been transformed in the past few decades.

This semi-tropical region, "the toe of Texas," has been virtually made over from Boca Chica, where the muddy waters of the Rio Grande meet the blue Gulf of Mexico, to Rio Grande City, a hundred miles up the river.

Once a Land of Cattlemen

Mexican residents, not yet old, who lived in a land of mañana and untroubled leisure; who remember Brownsville's "water works" when it consisted of barrels on wheels drawn by donkeys; who traversed roads that were mere ruts in the sand made by buckboards and ox-wagons—are still bewildered at the influx of restless Americans and the dizzy swirl of modernity they have brought with them.

At the turn of the century this valley section had only a sparse population, largely of Mexican descent. Most of the few American residents outside the one town and few villages were cattlemen. A dense growth of mesquite trees, prickly-pear cactus, and "chaparral"—the inclusive Spanish term for an impenetrable undergrowth of scraggly brush—covered the country. Cattle of none too good blood eked out a living in this jungle, and cowboys, in leather jackets and "chaps" to protect them from vicious thorns, pushed their way after them. Thousands of deer, wild pigs, coyotes, and wildcats competed with the cattle for a living.

Since then the changes have been sweeping. Promoters, developers, engineers, farmers, and seekers for homes in a mild climate have poured in in an increasing stream. Bond issues, picks, spades, steam-shovels, and cement mixers have been busy. The jungle of mesquite and undergrowth has been ripped from hundreds of thousands of acres.

Modern concrete highways—hundreds of miles of them—have replaced the sandy ruts that once served as roads. Long, straight irrigation canals that are virtually cement-lined rivers, cut through the rich delta soil brought down through ages from the Rocky Mountains and the highlands of Mexico, carrying water from the Rio Grande to thousands of farms and orchards.

Oranges and Grapefruit Replace Cactus

On the acres on which chaparral and pigs once throve are now growing all the products of a semi-tropical climate: winter vegetables, figs, grapes, even dates. But, above all, this reclaimed land has been planted to citrus fruits, becoming the newest major citrus region in the United States. Ordered rows of grapefruit and orange trees stalk across the countryside for miles. Nearly seven million citrus trees are growing in orchards and there are millions more in the valley's nurseries.

In five or six years shipment of citrus fruit has increased from a few car loads to more than 5,000. If planting continues at the rate of recent years, potential shipments will equal present Florida shipments in less than a decade.

So thickly have towns and villages grown up in the irrigated section of the Lower Rio Grande Valley, that a motorist barely leaves one before he enters another. The highways in the most thickly settled sections are veritable Main Streets.

Within the past few years the improved roads of the section have been connected up with the highway system of the rest of Texas. Not many years ago it was a two day trip into "the Valley," as Texans call the lower Rio Grande region, from relatively nearby sections. Now one can drive down from San Antonio on excellent highways in four or five hours, or from Austin or Houston in only a few more.

Brownsville Once a Fort

Brownsville, the metropolis of the Valley, was transformed, by a railroad and by the subsequent citrus and winter vegetable development, from a sleepy little town to a thriving city. It had its birth in 1846 when Gen. Zachary Taylor, preparing for the war with Mexico that seemed inevitable, established a fort there on the banks of the Rio Grande.

For nearly half a century the town was little more than a straggling group of dwellings and a few stores clustered around the fort. For contacts with the outside world, the town was

UMI

ground. The leaves are eaten in some regions of the Orient. Some natives sew them together, shinglelike, to make dresses. The Chinese extract a juice from bamboo joints from which they make a medicine.

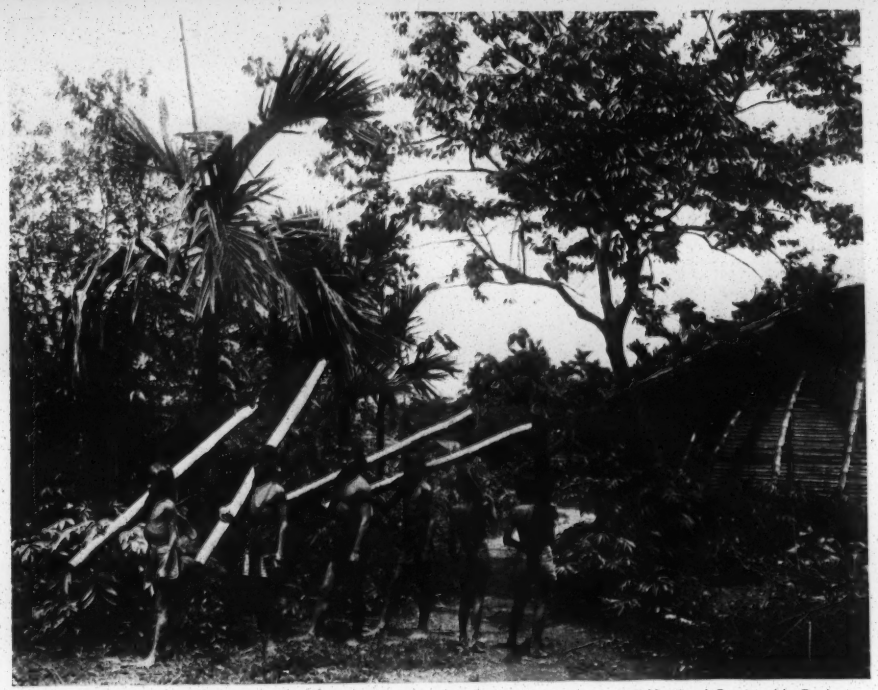
Bamboos grow in clumps like many smaller grasses. The stems often are so close together that it is impossible for man or animal to pass between them. Only two species which thrive in the southern States are native to the United States.

Oriental bamboo has been successfully introduced into the "Cotton States" of the South. The first plants probably were set out in the 80's by Andreas E. Moynelo, a Cuban by birth, who owned extensive rice plantations near Savannah, Georgia. Later a neighbor transplanted a few plants on an adjoining estate, and the neighbor, sometime later, purchased the Moynelo tract.

In 1919 Dr. David Fairchild, famous plant explorer of the U. S. Department of Agriculture, who had made extensive studies of bamboo and other oriental plants, learned that the Georgia bamboo grove was to be cut down. He prevailed upon a friend, Barbour Lathrop of Chicago, to purchase the grove, which has since been accepted by the United States Government and now is known as the Barbour Lathrop Plant Introduction Garden. As a result of this pioneer work, other private groves of oriental bamboo thrive from Georgia to southern California.

Note: For additional brief references and photographs consult the following in your school or public library: "Gigantic Brazil and Its Glittering Capital," *National Geographic Magazine*, December, 1930; "The Warfare of the Jungle Folk," February, 1928; "Life Afloat in China," June, 1927; "Marching Through Georgia Sixty Years After," September, 1926; "Fishing for Pearls in the Indian Ocean," February, 1926; "Experiences of a Lone Geographer," September, 1925; "Banishing the Devil of Disease among the Nashi," December, 1924; "Some Aspects of Rural Japan," September, 1922; and "Formosa the Beautiful," March, 1920.

Bulletin No. 4, October 2, 1933.



© *National Geographic Society*

BAMBOO "BUCKETS" AND BAMBOO HOMES IN FORMOSA

Natives of many of the South Sea islands use hollow bamboo poles, closed at the lower end, to carry water. The hut at the right is built of bamboo and thatched with palm fronds. Round bamboo earrings are highly prized among the savages of Formosa, the island which supplies the world with most of its natural camphor.

chiefly dependent on ships to a point near the mouth of the Rio Grande. Since 1900, when the population was about 6,000, the town has increased approximately fivefold.

Directly across the Rio Grande from Brownsville is Matamoros. It was at one time one of the leading cities of Mexico, but has lost ground in the last half century. An international bridge connects Brownsville and Matamoros, and to the cafés and resorts of the Mexican town in normal times goes a stream of American pleasure seekers.

Point Isabel, 22 miles northeast of Brownsville, and eight miles north of the Rio Grande's mouth, is the salt water outlet for the Valley. After the Mexican War it was a port of importance despite its shallow water, and through it came supplies not only for Brownsville and the surrounding American territory, but also for northeastern Mexico.

After a railway reached Brownsville in 1904 the trade of the port dwindled. Six years ago port improvement work was begun by the Federal Government. Jetties have been built, a 16-foot channel has been dredged, and plans are under way greatly to increase this depth.

Near Point Isabel are beaches much frequented for surf bathing. From the port, sportsmen go out for tarpon and other big game fish. Opposite the port is the southern end of Padre Island, a narrow unbroken ribbon of sand that skirts the Texas coast for more than a hundred miles. Its Gulfward beach forms the longest natural automobile speedway in the United States. Motorists cross to the island by a ferry and drive its length to a point opposite Corpus Christi.

Note: Teachers and students preparing State units or projects will find additional references to Texas in "So Big Texas," *National Geographic Magazine*, June, 1928. See also: "By Seaplane to Six Continents," September, 1928; "The Taurine World (Texas Longhorn)," December, 1925; "Origin of American State Names," August, 1920; and "Along Our Side of the Mexican Border," July, 1920.

Bound volumes of the *National Geographic Magazine* are generally available in your public or school libraries.

Bulletin No. 5, October 2, 1933

A Gift to Education—How Teachers May Cooperate

THE GEOGRAPHIC NEWS BULLETINS are a gift of the National Geographic Society to education. This is the first issue of 30 numbers, each containing five illustrated Bulletins, to be mailed weekly during the current school year. The Bulletins report the geography of recent events of world importance.

Because these Bulletins represent a substantial gift to schools from The Society's educational fund, the expense of advertising or circulation promotion cannot be undertaken as would be the case with a commercial publication. The Society must rely upon supervisory officials and teachers to call them to the attention of their colleagues who might use them effectively. This should be done promptly so that applicants may be put upon the mailing list to receive the early issues.

The following order from may be used:

School Service Department,
National Geographic Society,
Washington, D. C.

Kindly send ..... copies of the Geographic News Bulletins weekly for one school year for classroom use, to

Name .....

Address for sending Bulletins .....

City ..... State .....

I am a teacher in ..... school ..... grade

Many subscriptions expire with this issue. No further notice of expiration will be sent. Former subscribers are requested to renew promptly, otherwise files will be incomplete as back numbers cannot be supplied. Each request should be accompanied by 25 cents to cover mailing costs for the 30 issues of the school year.

UMI